

INDUSTRY STAKEHOLDER MEETING RECORD

INDUSTRY GROUP: Clean County Coalition

DATE: September 28, 2011

LOCATION: Morehead City, NC

PARTICIPANTS:	<u>Industry Stakeholders</u>	<u>Maritime Strategy Team</u>
	Richard deButts Jr., CCC	Eddie McFalls, AECOM
	David DuBuisson, Beaufort Planning Board	Steffanie McLaughlin, Eydo
	James Fitts, Clean Air Organization	Garold Smith, Eydo
	David Horton, MHC Town Council	Rachel Vandenberg, AECOM
	Eleanor Johnson, CCC	
	Tom Kies, DMERA	
	Larry Land, Citizen	
	Neal Littman, Morehead City Yacht Basin	
	John Nelson, CCC	
	Bill Taylor, DMCRA	
	Frank Tursi, NC Coastal Federation	
	Harvey Walker, CCC	

This grassroots organization was created in response to concerns about the proposed PCS sulfur smelting facility at the Morehead City port. Morehead City has a rich history and is beloved by its residents. The Coalition's membership is diverse. Over 900 small businesses operate in the local community – many focus on tourism.

Public Concerns:

- Port must be a "good neighbor"
- Health & Safety - hurricane evacuation routes, potential hazards of goods handled at the port
- Environmental impacts - Clean Air, Clean Water – particularly related to industrial activities (processing rather than cargo handling) at the port
- The community accepts the risks that the military munitions present, but does not want to compound these risks

Economic Impacts and Issues

- Disconnect between the community and business conducted at the port
- Any incoming business to the port must provide jobs within the local community
- Ports should contribute to the local tax base
- Concern about the public "subsidy" of port activities (perception that PCS does not pay any local taxes)
- Desire financial stability at the port so decisions can be more visionary rather than short term

- Morehead City planning Commission is investigating re-zoning the port (currently could locate slaughterhouse, munitions warehousing, etc.); IP Zone -710 acres includes NCSPA property at west end of MHC
- Confidentiality maintained by prospective business opportunities and the Department of Commerce leaves the public feeling marginalized

Infrastructure Concerns/Challenges:

- Concerned about potential length of trains – they have heard that grain trains would be 2 miles long and would block traffic, block the ICW when going over bridge to Radio Island
- Lack of adequate transportation to Cape Lookout and sensitive national seashore
- Bridge connecting MC and Beaufort is very small and unstable (“PCS boat hit the rail bridge causing substantial damage - what if it had hit the other bridge?”)
- Mercy ships can’t call because of insufficient infrastructure at the port

Communication:

- Compatibility and sustainability are the goals of this organization
- ‘Trust issue’ with the ports
- Confidentiality agreements with potential port users degrade public trust
- PCS renderings of facility shown to public did not show smokestacks
- Requested copies of business leases from the port – have not received

Suggestion for Port Use:

- Passenger cruise facilities and hotel developments – currently have 4 calls per year by American Cruise Lines (small operator)
- “Williamsburg-esque maritime tourist destination”
- Create a boat building facility
- Local representation on the Ports Authority
 - Legislation would have to be changed
- Local representation on the Maritime Study Advisory Council (belief that EO99 mandates this)
- Add wi-fi access at the port
- Investigate wind power (NC study will be getting underway early next year)
- Morehead City elected officials should be included with the ports decisions
- All plans should consider Morehead City history and tourism
- Once Maritime Study recommendations have been prepared, allow CCC to view and comment (there will be public meetings to gather their input, additionally as information is finalized, it is placed on the website)

Action Items:

- Identify NCSPA safety procedures for handling of potentially hazardous materials
- Offer examples of zoning around ports
- Describe likely length of unit or intermodal trains that would serve the port (e.g. Perdue grain facility at Chesapeake accommodates unit grain trains up to 75 cars long – approximately 4500’)
- Clarify goals of Strategy to examine cargo-based, rather than tourism or other uses of NC ports
- Acknowledge input received regarding other commercial and recreational uses